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SOURCE 25X1		
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	Air activities and aircraft observed at Grossenhain airfield between 20 April and 2 May 1953 included:	
(1	20 April: a Po-2 made a 45-minute local training	
(1 .	flight. a Li-2 landed. 20 MiG-15s or type-29 aircraft and one Li-2 were counted at the field.	25
<i>(</i>		
(1 (1	21 April a Fo-2 was flying over the field. flying was practiced by 6 MiG-15s,	
25X1 25X1	which took off in elements of two, 20 meters apart.	,
	midnight, there was flying by MiG-15s. Aircraft counted at the field at	
(1	included 28 MiG-15s or type-29 aircraft fitted with auxiliary tanks and one Li-2.	
(1)	22 April single engine low-wing monorlanes made	
(1)	local flights. iet flighters practiced flying in elements of two and four. 33 MiG-15s or type-29 aircraft	25
	were observed at the field.	20,
(1 •	23 April. MiG-15s with auxiliary tanks took	
	off for 5 or 6 minute flights in fair weather.	
	24 April. The weather was fair with a 2/10 overcast in the morning and a cloudless sky in the afternoon.	25
	MiG-15s individually and in elements of two.	25
	following take-offs and landings were observed:	
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25X1

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- 2 -Take Offs Landings 25X1 25X1 Time Time 25X1 25X1 on 25 April, individual flights of 6 minutes duration and 20-minute flights in elements of two were observed. The weather was fair. 26 April. There was no flying in fair weather. 25X1 27 April. MiG-15s equipped with auxiliary tar practiced individual flying. The weather grew cloudy. During the same MiG-15s equipped with auxiliary tanks time, individual singe-engine low-wing monoplanes took off for about 15minute flights. At rainy weather which cleared up in the evening, flying started 25X1 with several searchlights directing their beams at the MiG-158 aloft. Weather was rainy during the day but cleared up in the evening. 25X1 29 April. three MiG-15s fitted with auxiliary tanks took off and landed again after about 35 minutes. 30 April. There was no flying. Weather was clear and visibility good. 1 and 2 May. No flying was observed.1 25X1 25X Between 22 April and 2 May 1953, flying activities at Grossenhain airfield included:

Approved For Release 2003/08/06: CIA-RDP80-00810A001800360003-0

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		<u>-</u> 3	2581
25X1 25X1		22 April. In the morning, individual MiG-15s made local flights. Ab about the vapor trails of two swept-back jet fighters flying at a high altitude were seen. In action.	
25X1		23 April. 3 MiG-15s practiced at high altitude flying.	
25X1		24 April. There was flying in the morning. 2 MiG-15s were seen in the air, while additional MiG-15s took off, flew a ride turn over the field and then disappeared. The return of these aircraft was not observed. a single-engine monoplane landed.	25X1
		26 April. No flying we: observed.	
25X1		27 April. There was lotal flying by MiC-15s almost throughout the day. MiG-15s, which were parked south of the eastern hangar.	
		23 April. There was moday flying in rainy weather. search-lights were in action and aircraft were flying in the beams of searchlights.	25X1
		30 April to 2 May. There was no flying. Weather was generally fair.	
	4.	In late April, work was done on the revetments which were now of a dirty grav colour and no longer a bright yellow as observed before. Notor	25X1
25X1	5.	on 30 April, there was no flying at the field. Seven MiG-15s a type-29 aircraft were parked north of the runway. No aircraft were seen to the revetments.	25X1
25X1			20/(1
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		with drives wearing red-bordered black epaulets	
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25X1		with driver wearing red-bordered black epaulets	٠
25X1	1.	Comment: Accerding to available information, Grossenhain airfield is occupied by the handquarters of a fighter division and two fighter regiments. There was no change in the pattern of air activity. Aircraft	05)/4
		1952. It is believed that these aircraft were transferred to Grossenhain.	25X1
25X1	2.	Comment. During the past months, shipments of concrete slats have repeatedly arrived at Grossenhain. These slabs were used to reinforce the outer walls of the revetments.	

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